

Hills of Credit River Road Construction Neighborhood Meeting Monday July 19th, 2010

1. PROJECT LOCATION

Lynn Drive, Monterey Avenue and 207th Street are located in Sections 27, 28 and 33, Township 114 North, Range 21 West, in Credit River Township, Scott County, Minnesota. There are currently 58 existing properties located on the project. The residential properties are large rural type lots with an average lot size ranging from 2.5 acres to 5 acres. The project area and roadway locations are depicted on Exhibit A in the Appendix of this report.

2. ROADWAY IMPROVEMENT PROJECT

A. Existing Conditions

Lynn Drive, Monterey Avenue and 207th Street were initially paved in the early 1990's. There are many indications that the roads are failing and are near or at the end of their service life.

The road has required extensive patching in recent years to repair transverse and alligator cracking and settlements.

The existing roadway is rural in nature. The width of the roadway varies slightly, but generally is 24 feet wide consisting of two 12 foot wide drive lanes with approximately 1 to 2 foot shoulders. The total length of the project is approximately 2.68 miles (14,150 feet).

Although no geotechnical exploration has been done at this time, it is assumed that the bituminous surface ranges from 2 to 3 inches in thickness underlain by approximately 4 to 6 inches of Class 5, which is typical of other roads built in the same timeframe. The subgrade soils are suspected to be clay and are susceptible to significant moisture conditions when compared with other subgrade soils.

Further investigations are necessary to adequately determine the subgrade condition and existing bituminous and Class 5 thicknesses.

The roadway profile generally follows the existing rising and falling contours of the surrounding topography. Drainage is conveyed by the existing roadway culverts and ditches to surrounding lowlands.

B. Proposed Improvements

The proposed project consists of improving Lynn Drive from Monterey Avenue to Credit River Boulevard (County Road 68), Monterey Avenue from Monterey Trail to Lynn Drive, and 207th Street from Vernon Avenue (County Road 91) to Monterey Avenue. The current roads do not meet current Township standards. Improving the roads to Township standards is beyond the scope of this report. This project proposes to confine the improvements to the existing roadway widths. No easements or right of way are proposed to be acquired.

We recommend that the existing bituminous surface be removed and the aggregate base be salvaged and stockpiled for later use. After reconstruction of the subgrade, the salvaged aggregate will be placed. Additional virgin class 5 aggregate (100% crushed limestone) will then be placed to achieve a minimum of 10" thickness. After the base has been toleranced and proof rolled, 2.5 inches of bituminous non-wear course will be placed. After one freeze-thaw season the 1.5" bituminous wear course will be placed. Gravel shouldering material will be placed on each side of the road to reestablish the shoulder. The finished grade of the new streets will be approximately the same elevation, or slightly higher (4"), as the current roads.

Exhibit B in the Appendix of this report shows the proposed typical section for the project. The proposed typical section and pavement section is subject to the review of the geotechnical engineer.

C. Estimated Costs

The 2011 construction costs have been estimated for the proposed Lynn Drive, Monterey Avenue and 207th Street Improvement project. The estimated costs are estimates only and are not guaranteed prices. The costs are estimates based on actual bid prices from projects of similar scope and adjusted for inflation. Final contracts will be awarded on a unit price basis and the contractor will only be paid for work completed.

The total estimated cost for this project is \$1,610,120.

D. Financing and Assessments

The Township costs for reconstructing Lynn Drive, Monterey Avenue and 207th Street are proposed to be assessed to the benefiting properties. For this project, the recommended assessment method is to assess the benefiting properties on a per unit basis. We have identified 57 units that receive their primary access from and will receive benefit from these improvements.

The Township may pass a general obligation/revenue bond that will be backed by assessment of the costs to the benefiting properties. The assessments may be paid in full up front or amortized over a period of time, typically 10 years, with an interest rate as determined by the Town Board. Generally, interest rates on assessments are on the order of 6 percent.

One hundred percent assessment to the benefiting properties of this project on a per unit basis would yield an assessment of approximately \$28,250 per unit. The Township may consider using Township funds to pay for a portion of the project, with the remaining portion of the cost to be assessed to the benefiting properties. Partial Township funding would reduce the assessments to the benefiting properties proportionately. Seventy five percent assessment to the benefiting properties (\$1,207,590) would yield an assessment of approximately \$21,185 per unit. The per unit assessment for this project is proportionate to the large lot sizes (2.5 to 5 acres).

3. PROPOSED PROJECT SCHEDULE

It is anticipated that this project would be constructed during the 2011 construction season. Assuming the Town Board orders plans and specifications by September 6, 2010, we anticipate the following schedule:

July 19, 2010	Neighborhood Meeting
August 2, 2010	Town Board approves Feasibility Report and calls for a Public Hearing
August 3, 2010	Clerk Mails Public Hearing and Assessment Notices to Property Owners
September 6, 2010	Public Hearing/Town Board Orders Plans and Specifications
February 7, 2011	Approve Plans and Specifications and authorize Advertisement for Bids
March 28, 2011	Open Bids
April 4, 2011	Approve Bids and Award Contract
May 9, 2011	Begin Construction
July 29, 2011	Substantial Completion
September 5, 2011	Assessment Hearing
September 2012	Final Completion

Hills of Credit River Road Construction Frequently Asked Questions

How long would the road in front of our property be under construction during 2011?

The road would be under construction for approximately 3 months during 2011. Seeding and other miscellaneous work may continue longer than 3 months.

How long would the road in front of our property be under construction during 2012 for the 1.5 inch wear course to be completed?

The 1.5 inch wear course and associated work should take approximately 3 to 5 days.

Will we have access to our property at all times during construction?

Yes, the Township will require the Contractor to maintain access to all properties at all times. However, there will be certain time periods when access is not as good (ex. after a large rain or during a subcut).

You have an estimated cost now. When would we know the final amount that would be assessed?

The final amount to be assessed is determined at the assessment hearing (September 2011). The estimated total project costs will be better known after the geotechnical work and construction plans are completed.

The assumption is that there is 2 to 3 inches of bituminous surface, with 4 to 6 inches of class 5 aggregate at present. If testing shows that the existing road has a much worse base than the assumption is, could the estimated cost be much higher?

Yes, the cost could be higher if the base is poor or if unfavorable soils are present.

What happens if nothing is done now, and we wait a few more years?

The road will continue to deteriorate and it will require more extensive repairs in the future. The "soft spots" in the subgrade soils will continue to expand and additional subgrade correction will be required.

Why can't the road just have a new overlay?

The road is past the point of constructing an overlay. A overlay would look nice initially, however, the cracks would reflect through the overlay quickly. The expected life extension provided by an overlay would be less than 5 years.

On a per-unit assessment, would every property owner be assessed the same amount?

Yes.

Why does the Township assess on a per-unit basis instead of charging the individual properties by feet of road frontage?

The Township prefers to assess on a per-unit basis because all properties generally use the road equally in a residential district. Front footage assessments are more common with commercial properties, or lots with significant development potential.

The specifications say that the finished grade of the new road would be approximately the same elevation or slightly higher (4inches) as the current road. Will there be a problem with matching the new road to my existing driveway?

All driveways will be looked at individually to ensure that the new road will match into them properly. In some cases, it may be necessary to match into driveways 20' to 30' from the edge of the road. The final elevation of the road will not be known until the geotechnical work and the final plans are completed.